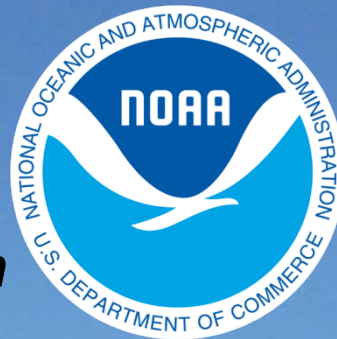
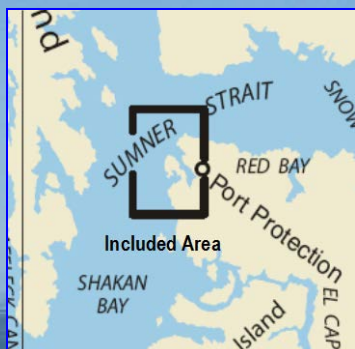


# BookletChart™

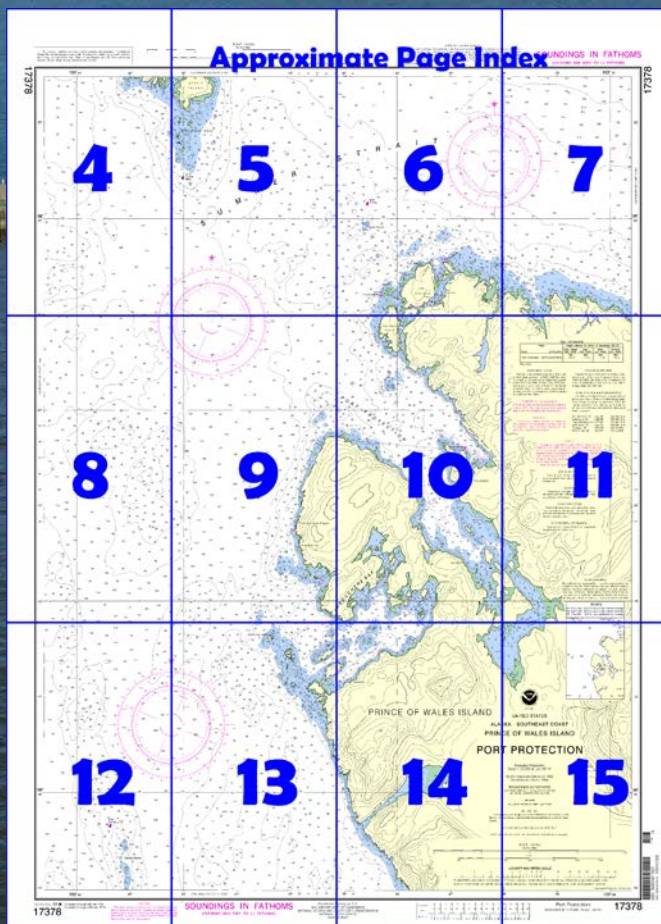
## Prince of Wales Island – Port Protection NOAA Chart 17378



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17378>.



#### (Selected Excerpts from Coast Pilot)

**Hole in the Wall** (56°15.7'N., 133°38.5'W.) is a small cove on the E side of Sumner Strait, E of Calder Rocks and 2.5 miles N of Barrier Islands (chart 17387). The entrance is through a very narrow passage 0.5 mile long, between high bluffs, and opens into a basin 400 yards in diameter. Two rocks that bare are in the narrow entrance. Depths in the basin are from ½ to 7 fathoms; it may be used for anchorage, but is subject to strong winds drawing

through the entrance. The bottom is sand and mud. Small craft pass through the narrow entrance only at half tide or higher water.

**Labouchere Bay** is about 1.8 miles N of the entrance to Hole in the Wall

and about 4 miles S of Point Baker. It is studded with islets and rocks, the entrance being partially closed by Labouchere Island and the islands and reefs that extend SE of it to the shore.

There is sheltered anchorage for small vessels just inside the bay on the S side in about 56°17.2'N., 133°39.0'W., in depths of 3 to 21 fathoms, mud and sand bottom. Three detached rocks that cover at half tide are near the head of the anchorage. Small fishing craft anchor SE of the rocks and near the sand beach in 2 to 5 fathoms. The recommended entrance to Labouchere Bay is from the NW. Small fishing vessels may enter Labouchere Bay from the S on a N course, through a channel passing E of the kelp-marked submerged reef at the entrance, 0.5 mile SE of Labouchere Island, and avoiding the large kelp beds on their right. In 1976, a logging camp was at the cove about 1.7 miles ENE of Labouchere Island. There are a small-craft float, a seaplane float, and log storage in the cove. Water and gasoline are available in an emergency only. A road connects Labouchere Bay with Port Protection. The logging camp maintains radiotelephone communications with the Alaska Loggers Association in Ketchikan.

**Protection Head**, a bold white bluff, 1 mile N of Labouchere Island, is an outstanding landmark visible from the S for many miles.

**Port Protection** has its entrance 1.5 miles S of **Point Baker**, the NW extremity of Prince of Wales Island, and 1.5 miles N of Protection Head. The entrance is marked by **Port Protection Light** (56°19'35"N., 133°36'45"W.), 19 feet above the water, shown from a pile with a red and white diamond-shaped daymark on the NE end of the wooded island at the SW side of Wooden Wheel Cove, 1 mile inside the entrance, and by a daybeacon on a detached reef, 0.3 mile off the N shore. A ship may enter Port Protection on either side of the daybeacon while being careful to pass the reef at a safe distance. There is good anchorage for large craft 1.8 miles in from the daybeacon and SW of the chain of small wooded islands in the upper half of the bay, in 6 to 18 fathoms, mud and sand bottom. A more sheltered anchorage may be had E of the chain of islands.

To reach the second anchorage, proceed from the first on an ENE course, keeping the two N of the small wooded islands to the NW. Pass close to the tangent of the larger island on the right. Depths in the passage between the islands are 6 to 11 fathoms. Good anchorage in 10 fathoms, mud bottom, is directly ahead and about halfway between the island passed on the right and the E shore of the bay. This is the best shelter in the bay, affording protection in all weather. Small vessels may find anchorage in 5 to 8 fathoms a little farther in.

The shores of Port Protection are usually fringed with kelp, and the soundings, though deep, are irregular and the bottom rocky. Log raft mooring facilities are along the SW shore about 1.2 miles S of Port Protection Light.

**Port Protection** is a small settlement on the NE side of the port in **Wooden Wheel Cove** and S of Port Protection Light. Along the beach are several homes and a fish cannery facility. A 250-foot State-maintained small-craft float is anchored on the W side of the cove with 4 to 8 fathoms reported alongside in 2005. Water is available. A microwave tower is about 150 yards S of the facility.

**Joe Mace Island** is on the N side of the entrance to Port Protection.

**West Rock**, in a cluster of dry rocks and rocks on a reef, is about 300 yards N of Joe Mace Island. The rock is marked by **West Rock Light** (56°21'12"N., 133°38'14"W.), 20 feet above the water, and shown from a skeleton tower with a red and white diamond-shaped daymark.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander  
17th CG District  
Juneau, Alaska

(907) 463-2000



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



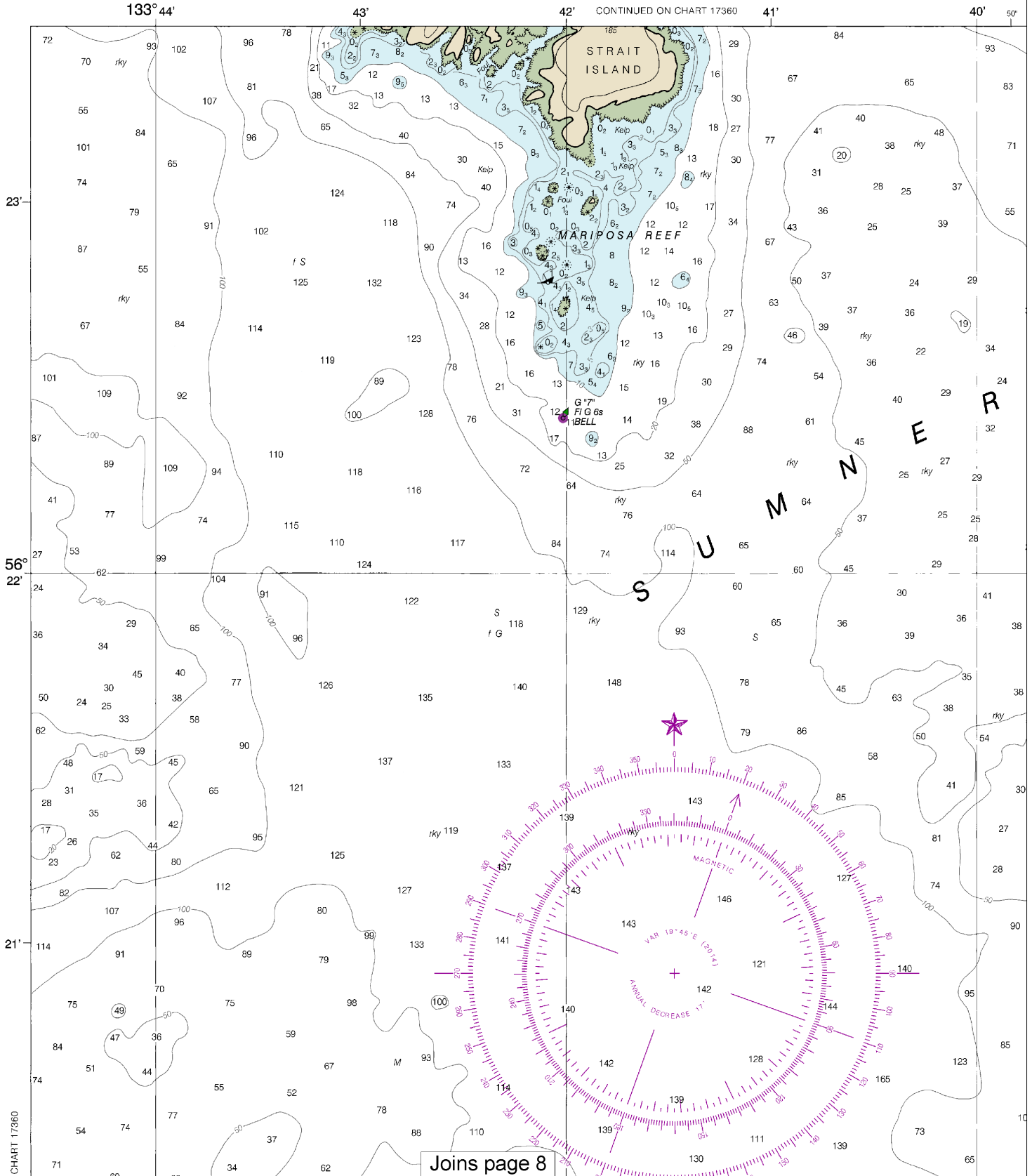
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

SCALE 1:20,000  
Nautical Miles



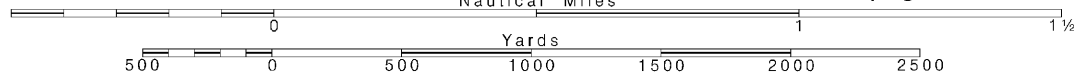
4

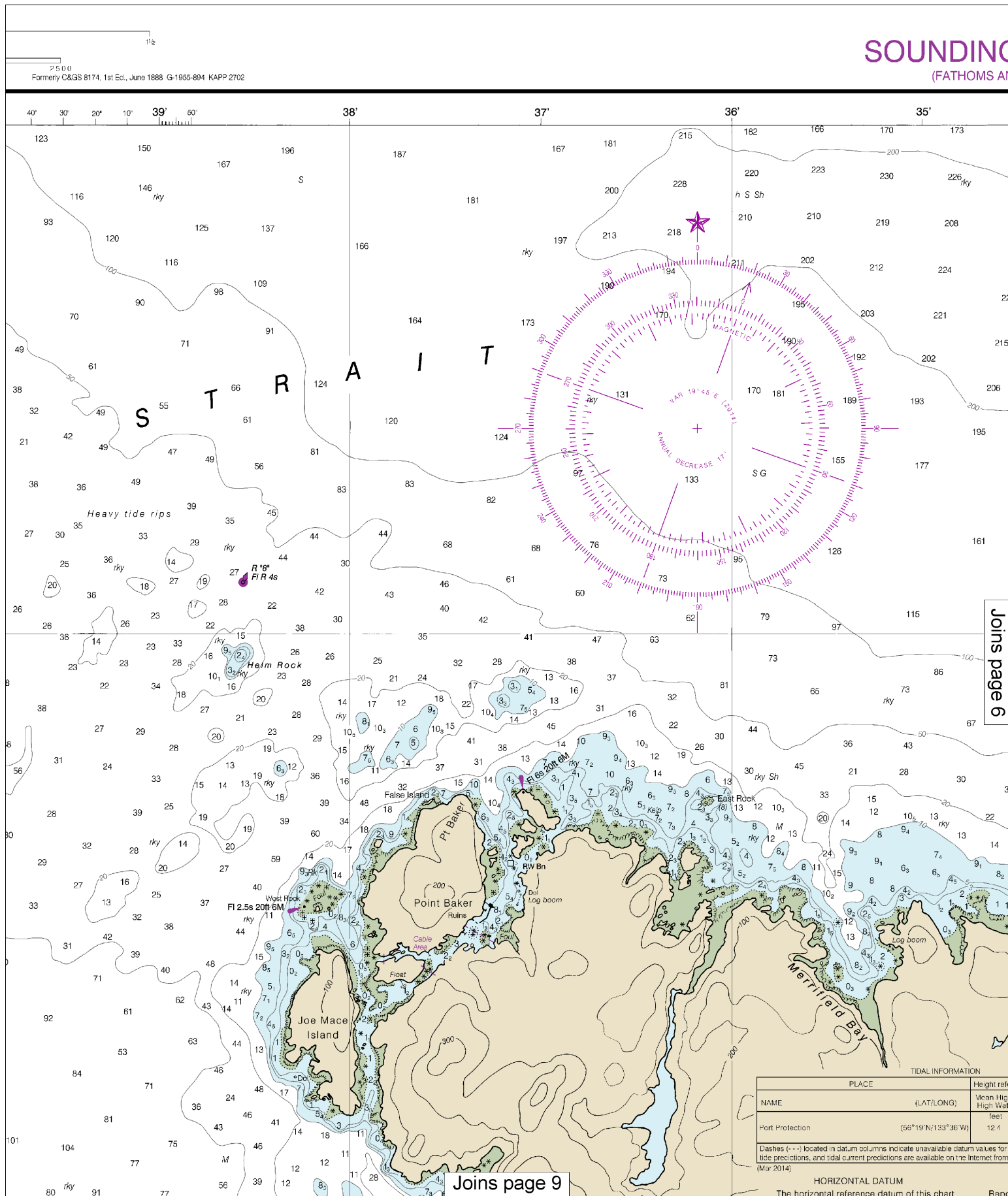
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

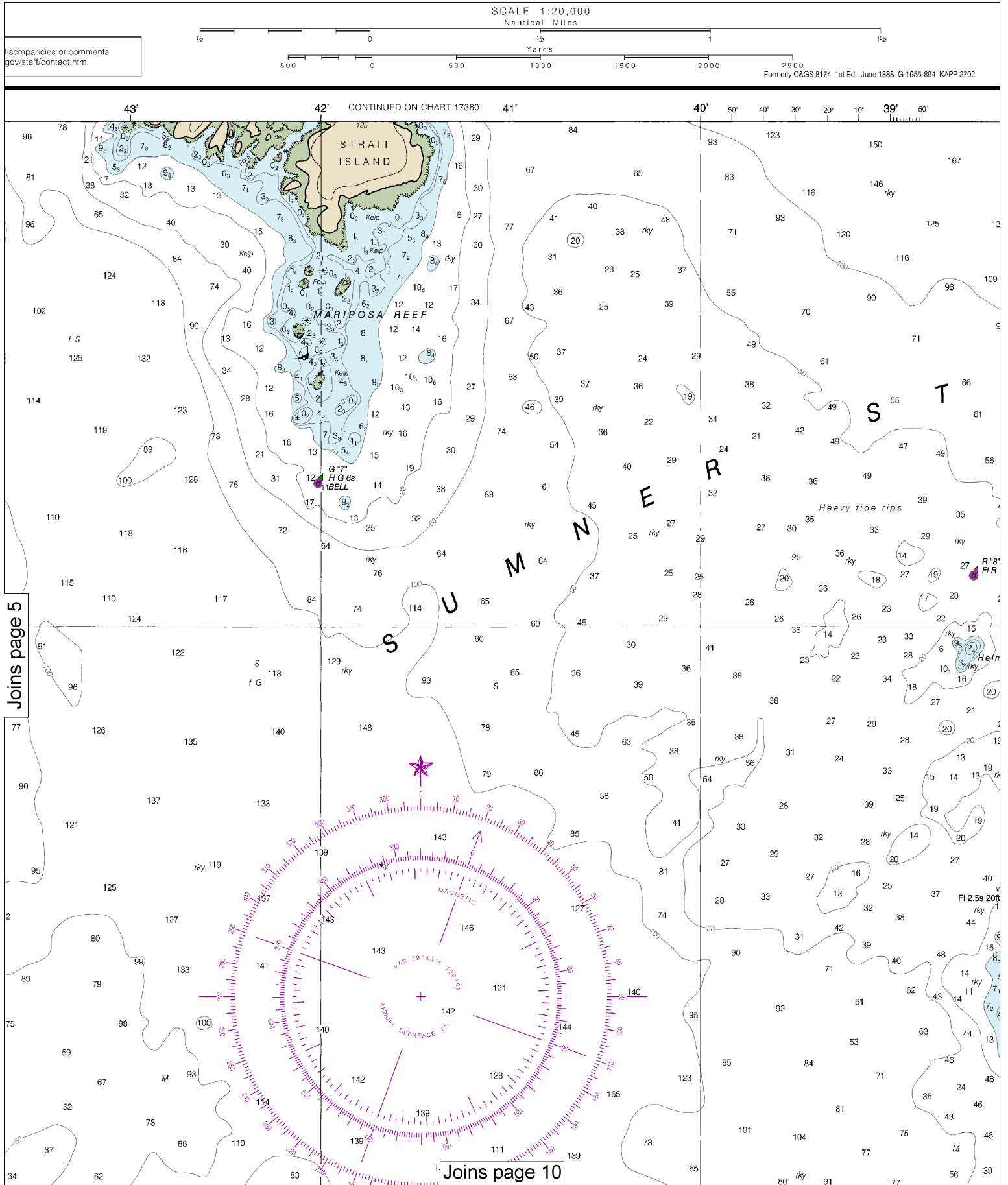
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26666. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



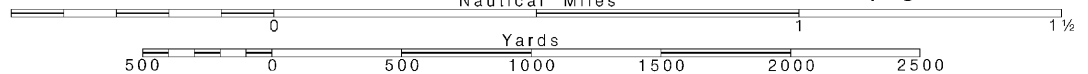
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

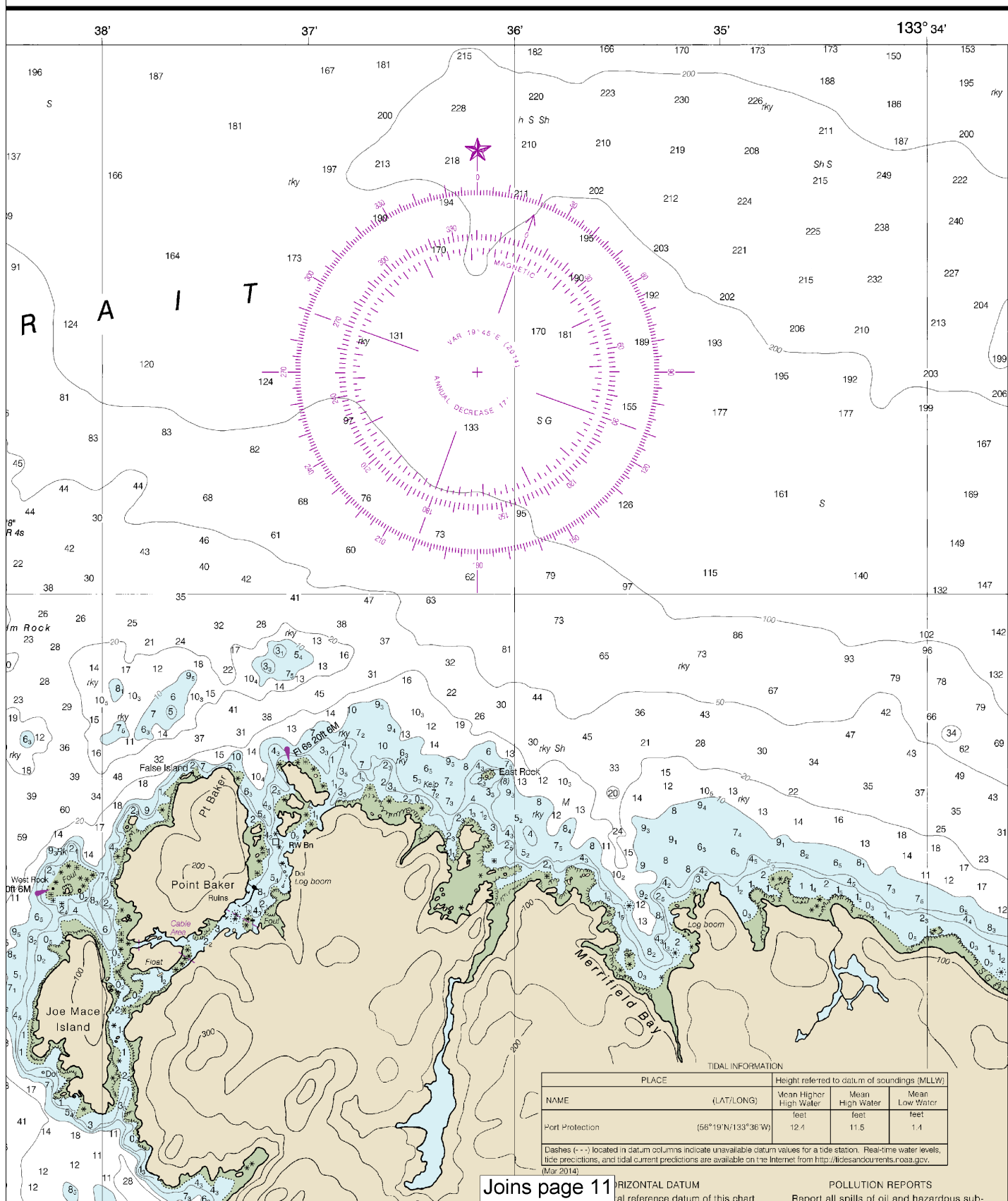
See Note on page 5.



# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

17378



CONTINUED ON CHART 17360

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Port Protection	(56°19'N/133°36'W)	feet 12.4	feet 11.5	feet 1.4

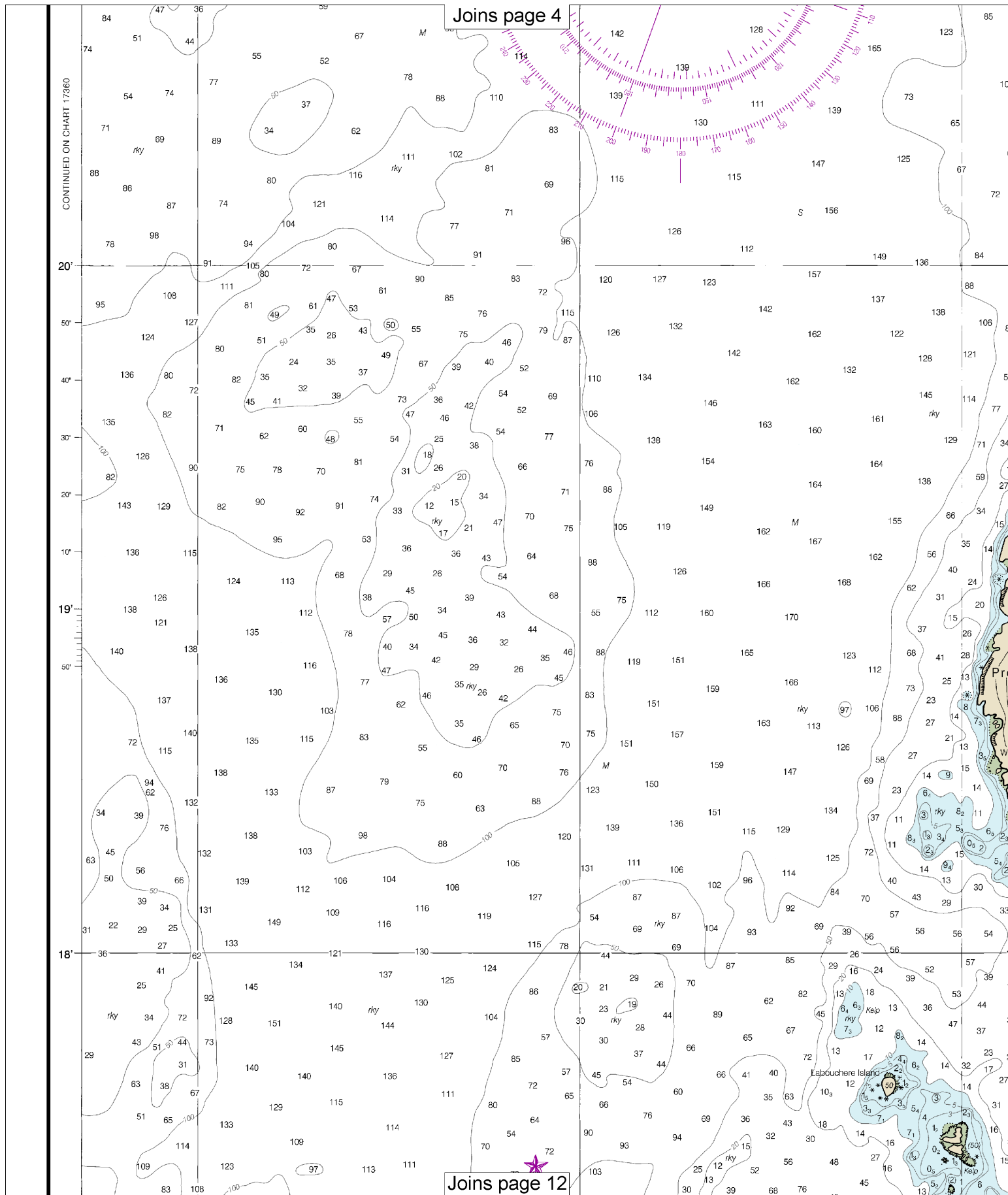
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Mar 2014)

Joins page 11

HORIZONTAL DATUM  
Reference datum of this chart

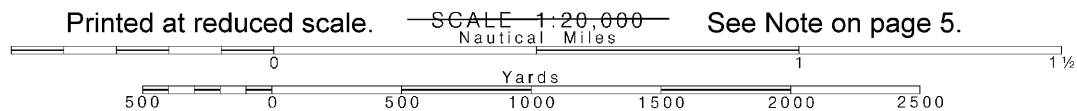
POLLUTION REPORTS  
Report all spills of oil and hazardous sub-





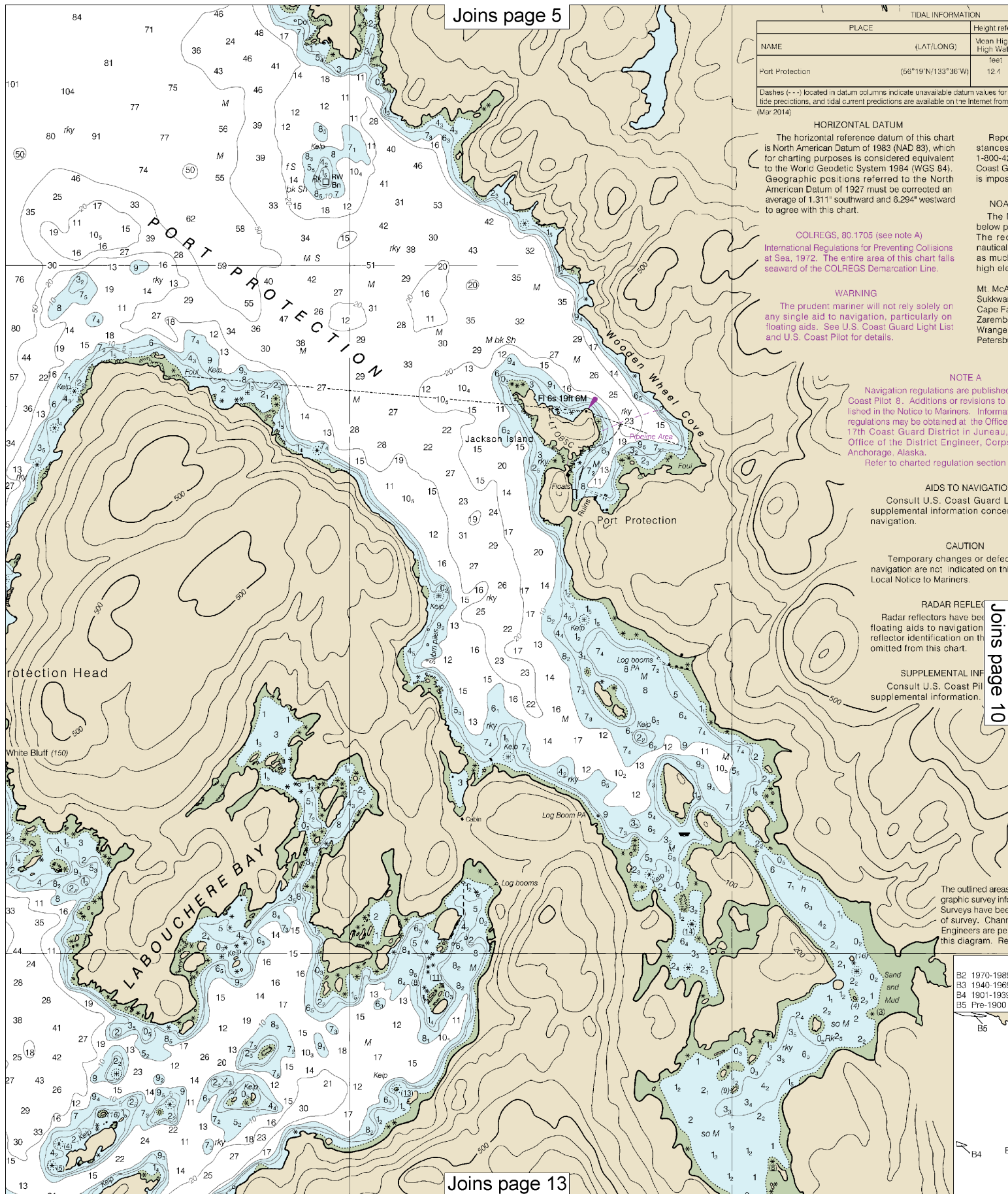
8

Note: Chart grid lines are aligned with true north.



See Note on page 5.





Joins page 5

TIDAL INFORMATION		
PLACE		Height ref
NAME	(LAT/LONG)	Mean High High Water feet
Port Protection	(56°19'N/133°36'W)	12.4

Dashes (---) located in datum columns indicate unavailable datum values for tide predictions, and tidal current predictions are available on the Internet from (Mar 2014).

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.311" southward and 6.294" westward to agree with this chart.

**COLREGS, 80.1705 (see note A)**  
International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**NOTE A**  
Navigation regulations are published in Coast Pilot 8. Additions or revisions to published regulations are published in the Notice to Mariners. Informal regulations may be obtained at the Office of the District Engineer, Corps of Engineers, Alaska District, Anchorage, Alaska. Refer to charted regulation section.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning navigation.

**CAUTION**  
Temporary changes or defects in navigation are not indicated on this chart. Refer to Local Notice to Mariners.

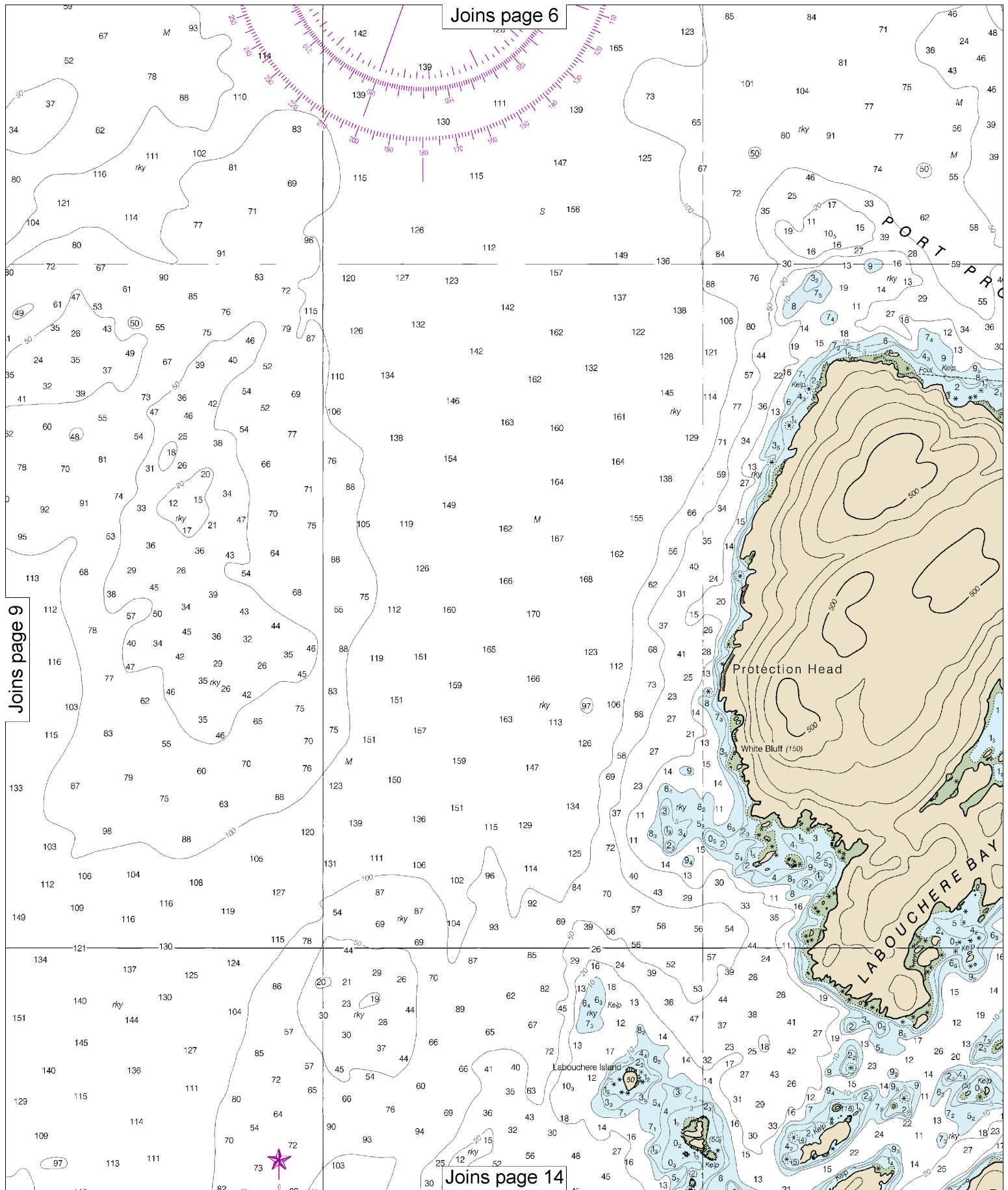
**RADAR REFLECTORS**  
Radar reflectors have been placed on floating aids to navigation. Radar reflector identification on this chart is omitted from this chart.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Guard Light List for supplemental information.

The outlined areas represent graphic survey information. Surveys have been conducted by the U.S. Coast and Geodetic Survey, U.S. Army Corps of Engineers, and other agencies. This diagram is for reference only.

- B2 1970-1980
- B3 1940-1969
- B4 1901-1939
- B5 Pre-1900

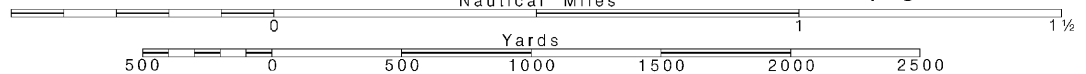
Joins page 13

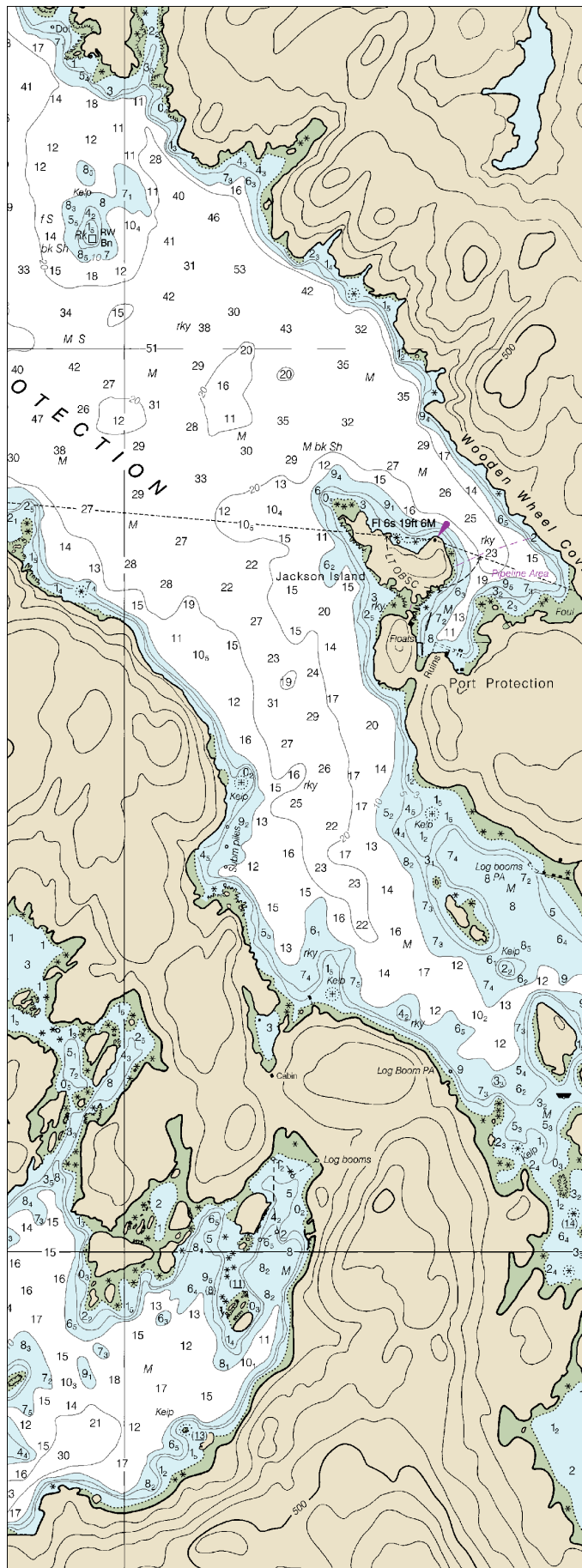


Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





TIDAL INFORMATION				
NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)	Mean High Water	Mean Low Water
Port Protection	(56°19'N/133°36'W)	feet	feet	feet
		12.4	11.5	1.4

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Mar 2014)

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.311" southward and 6.294" westward to agree with this chart.

**COLREGS, 80.1705 (see note A)**  
International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwani I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Wangell, AK	WXJ-83	162.400 MHz
Petersburg, AK	WXJ-82	162.550 MHz

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

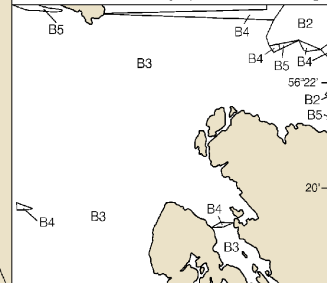
**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

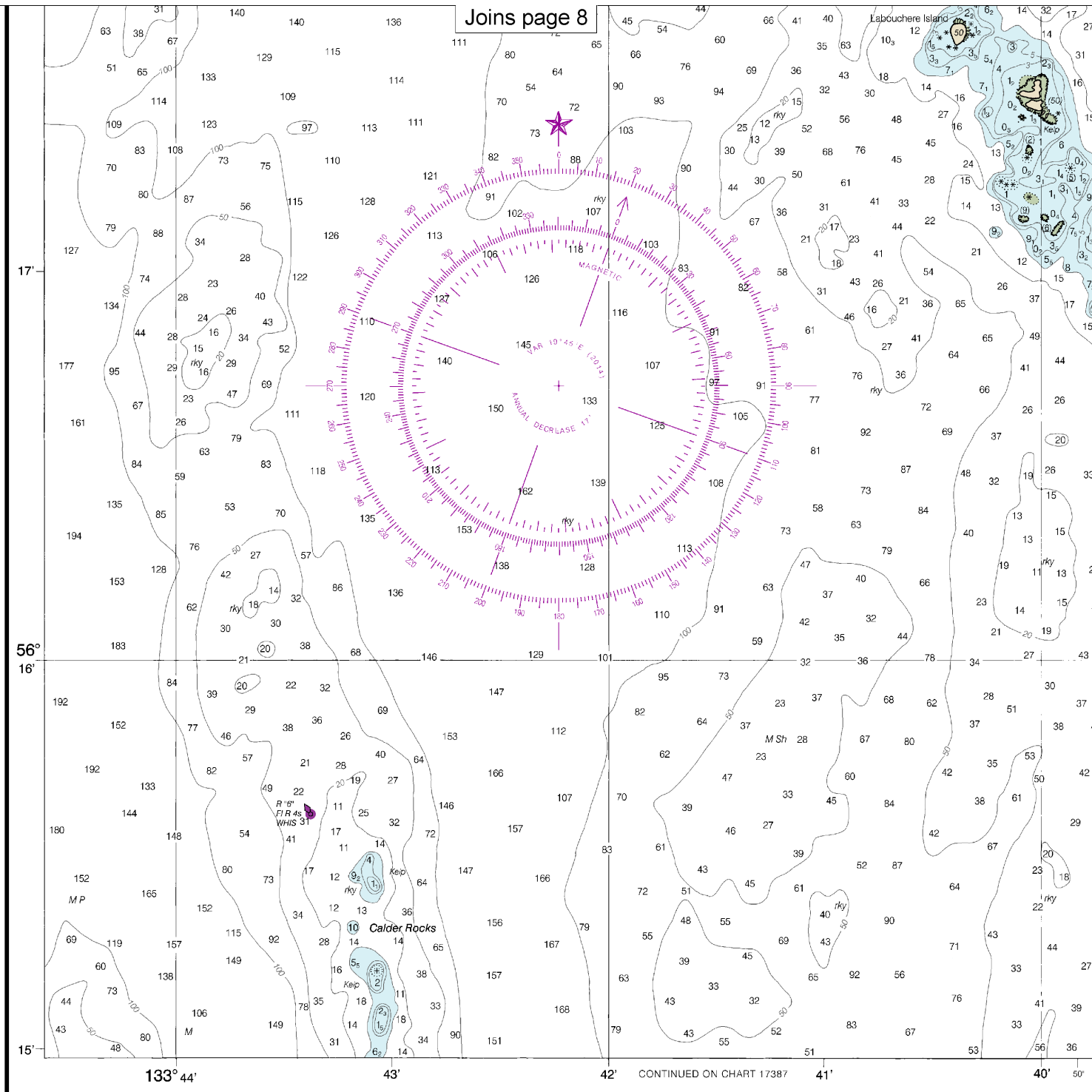
**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 8 for important supplemental information.

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

**SOURCE**  
B2 1970-1989 NOS Surveys, partial bottom coverage  
B3 1940-1969 NOS Surveys, partial bottom coverage  
B4 1901-1939 NOS Surveys, partial bottom coverage  
B5 Pre-1900 NOS Surveys, partial bottom coverage







15th Ed., May 2014

17378

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

NAT

Last Correction: 5/2/2014. Cleared through:

LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

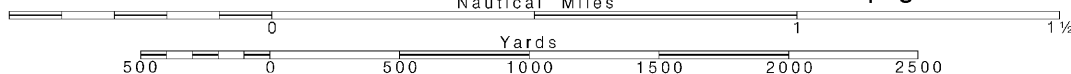
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

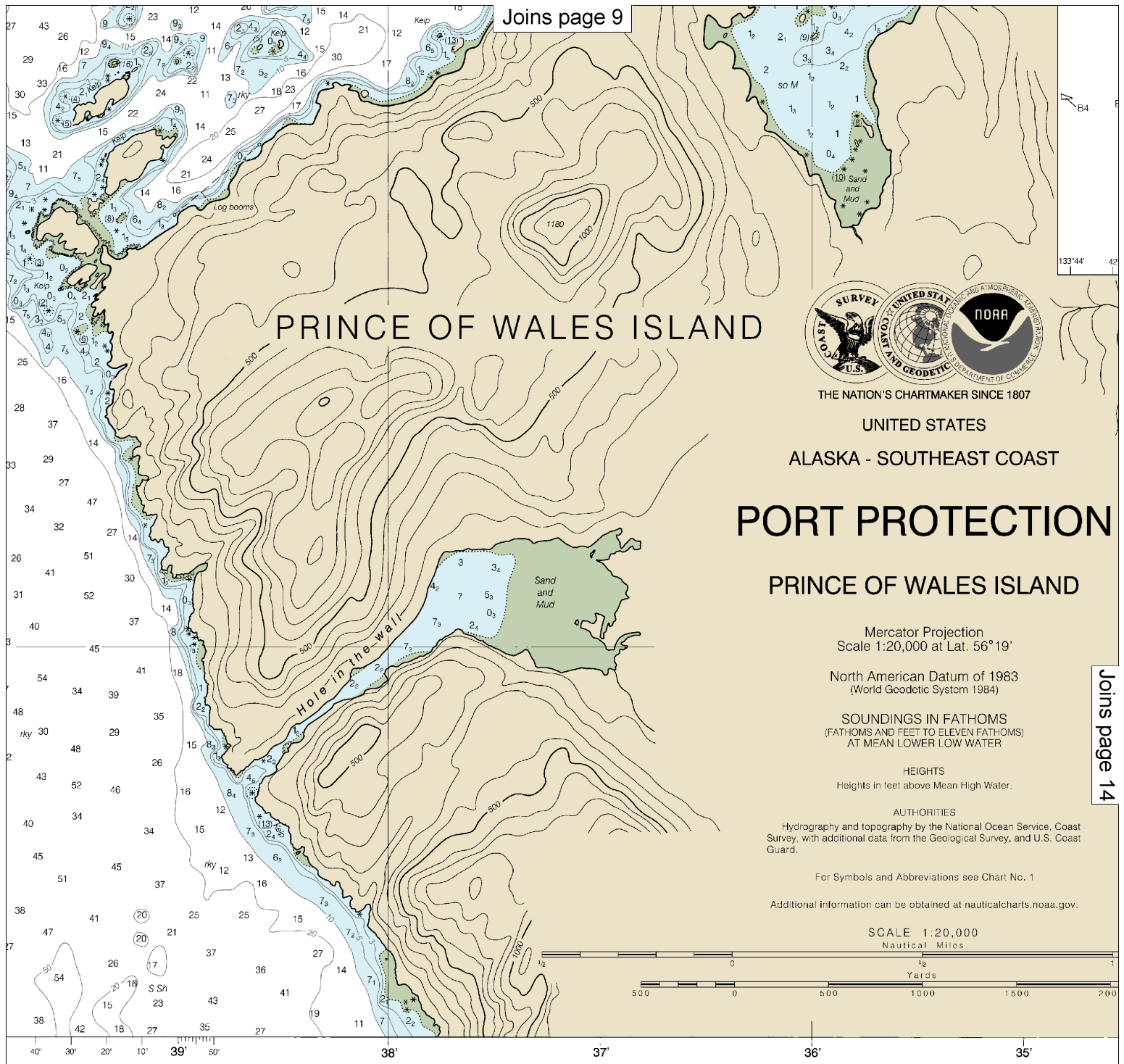
SCALE 1:20,000

See Note on page 5.





Joins page 9

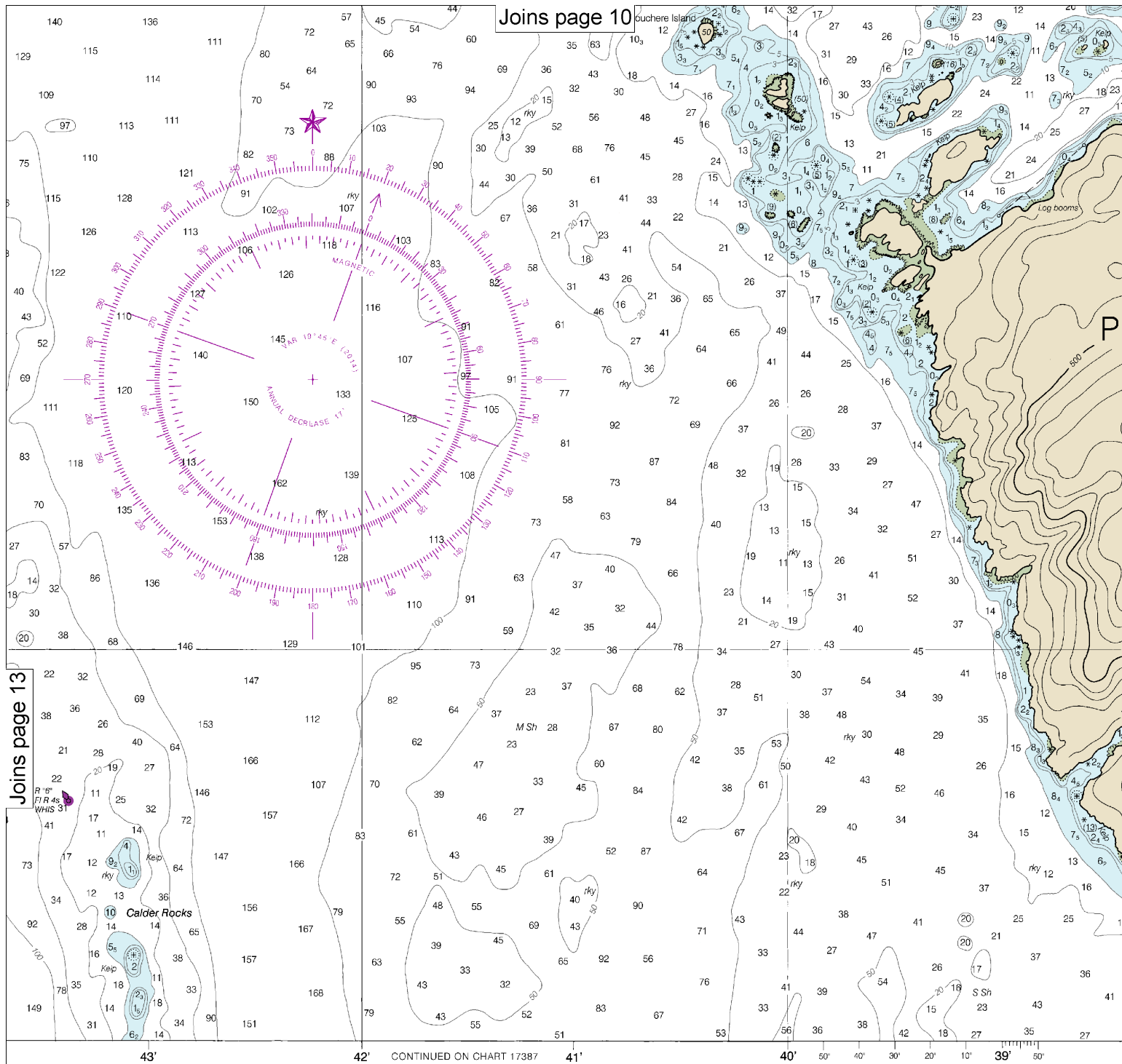


Joins page 14

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Port Protection  
SOUNDINGS IN FATHOMS - SCALE 1:20,000



## SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

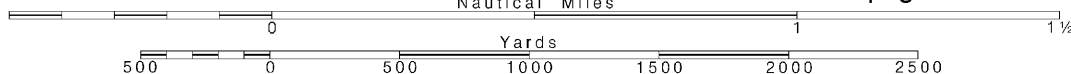
14

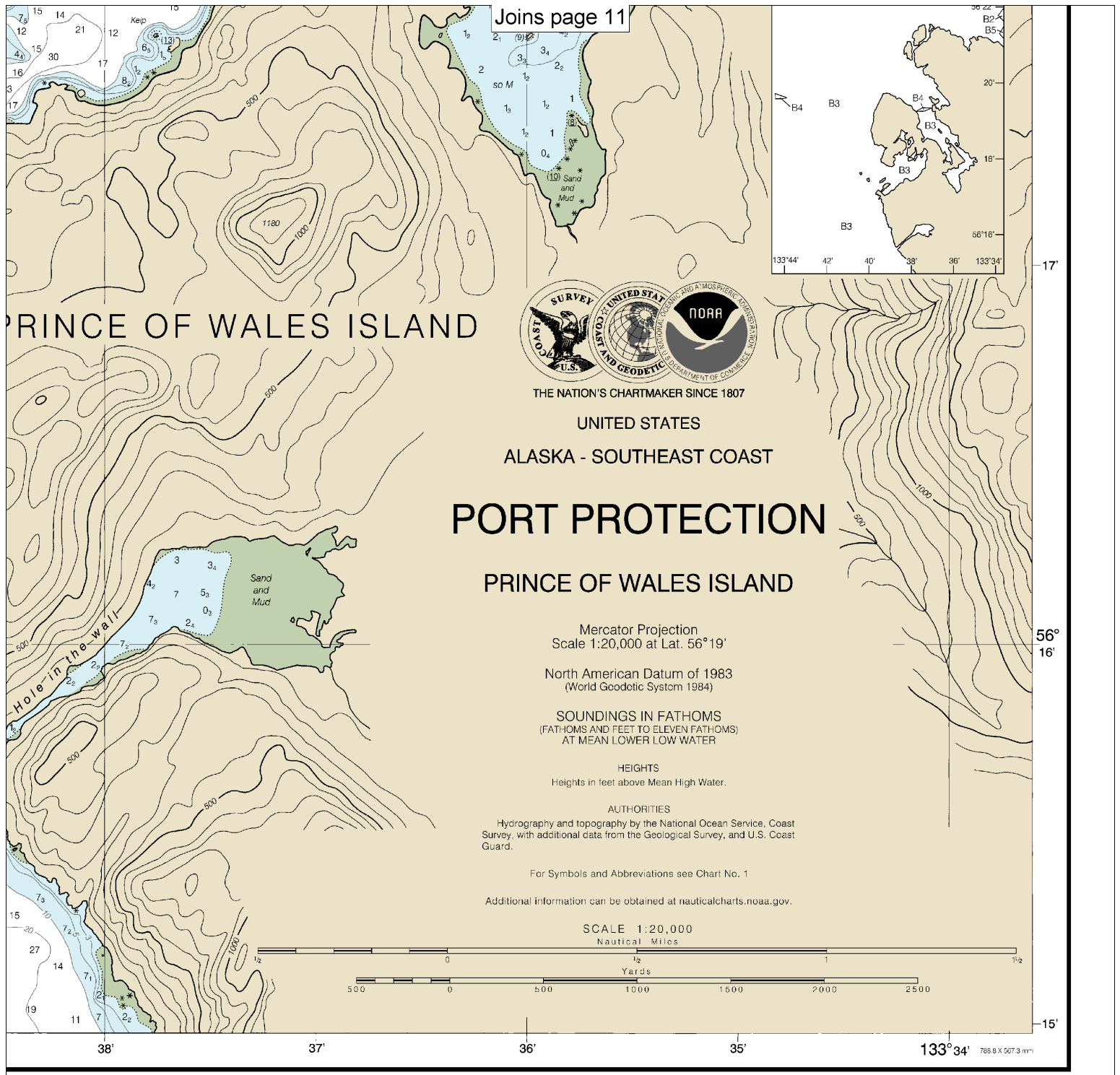
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





Joins page 11

PRINCE OF WALES ISLAND



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

## PORT PROTECTION

PRINCE OF WALES ISLAND

Mercator Projection  
Scale 1:20,000 at Lat. 56° 19'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

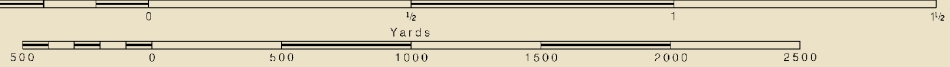
HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

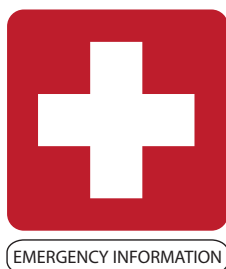
SCALE 1:20,000  
Nautical Miles



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Port Protection  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

17378



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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